AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-31. (Canceled).

32. (Previously Presented) Guide rail of compound type for guiding interaction with a wheel of a unit travelling along the rail, the guide rail comprising an outer rail made of sheet metal exhibiting the shape of a longitudinal open channel with defined inside and outside, a base rail exhibiting a foot for mounting the rail to a surface, a web extending from the foot supporting a main part, which, in comparison to the web, is thicker and serves as a receptacle section for receiving and supporting the outer rail, whereby the outer rail has an outer profile that has been chosen to provide a guiding interaction with the wheel, the inside of the outer rail and the receptacle section of the base rail exhibit corresponding sections or sections that have been chosen relative to each other so that the outer rail fits onto the receptacle section, wherein the outer rail has a yield point exceeding that of the base rail and wherein both the outer rail and the base rail are fixed adhesively to each other by a glue joint,

whereby the outer rail and base rail respectively are joined to each other with a combination of glue and mechanical snap fastening and a certain degree of application to the base rail through the effect of a snap fastener portion formed in the outer rail,

whereby the outer rail seen in cross section is essentially C-shaped exhibiting a bottom section and two adjoining side edge sections, the free end side edges of which are opposing to form a snap fastener portion and intended when the outer rail is fitted to snap in place on a transitional section that viewed from the main section tapers off towards the web, and

whereby the outer rail on its concave inside has longitudinal material contractions serving as guide notches.

33.-37 (Canceled).

38. (Previously Presented) Guide rail according to claim 32, whereby the material contractions are located in the transitional area between the bottom section and its adjoining side edge sections.

39. (Previously Presented) Guide rail according to claim 32, whereby the material contractions are located in any one of the side edge sections adjoining the outer rail.

40. (Previously Presented) Guide rail according to claim 39, whereby the material contractions arranged in any of the side edge sections are positioned in series after each other like grooves.

41. (Previously Presented) Guide rail of compound type for guiding interaction with a wheel of a unit travelling along the rail, the guide rail comprising an outer rail made of sheet metal exhibiting the shape of a longitudinal open channel with defined inside and outside, a base rail exhibiting a foot for mounting the rail to a surface, a web extending from the foot supporting a main part, which, in comparison to the web, is thicker and serves as a receptacle section for receiving and supporting the outer rail, whereby the outer rail has an outer profile that has been chosen to provide a guiding interaction with the wheel, the inside of the outer rail and the

receptacle section of the base rail exhibit corresponding sections or sections that have been chosen relative to each other so that the outer rail fits onto the receptacle section, wherein the outer rail has a yield point exceeding that of the base rail and wherein both the outer rail and the base rail are fixed adhesively to each other by a glue joint, whereby a layer of elastomeric material is arranged between the outer rail and the base rail in which the said parts are joined together through glue.

42. (Previously Presented) Guide rail in accordance with claim 41, whereby the elastomeric filler layer comprises a polymeric material.

43.-83. (Canceled).

84. (Previously Presented) Method of manufacturing a guide rail of compound type for guided interaction with a wheel of a unit travelling along the rail, the method comprising:

profile shaping a first sheet metal blank, forming a channel-shaped outer rail with a defined concave inside and a convex outside, the shape of the outside of which is chosen to provide a guided interaction with the wheel,

forming a base rail from a second blank exhibiting a foot for fitting the rail to a surface, a web that extends from the foot and supports a main section, which in comparison to the web is thicker and serves as a receptacle of suitable shape to support the outer rail,

providing the outer rail with a higher yield point compared to the base rail through hardening,

positioning the hardened outer rail on the receptacle formed on the base rail, and

adhesively fixing the hardened outer rail on the receptacle formed on the base rail by gluing or welding.

85. (Previously Presented) Method according to claim 84, whereby the outer rail is given such a shape in relation to the base rail that the outer rail can be snapped onto the receptacle section of the base rail.

86. (Previously Presented) Method according to claim 84, whereby the outer rail on its inside has longitudinal material contractions serving as guide notches.

87. (Previously Presented) Method according to claim 84, whereby a layer of elastomeric material is arranged between the outer rail and the receptacle section of the base rail and that the outer rail, base rail and filler layer are joined together through gluing.

88. (Previously Presented) Method according to claim 84, whereby the outer rail is manufactured by rollforming and passing between two rollers in a section rolling mill.

89. (Previously Presented) Method according to claim 88, whereby the outer rail after rollforming is hardened through heating the material to a suitable austenitising temperature and then cooling it at a rate that is suitable for the material.

90. (Previously Presented) Method according to claim 88, whereby the outer rail is manufactured by rollforming a sheet metal material that has a yield limit below 340 MPa.

91. (Previously Presented) Method according to claim 84, whereby the outer rail after shaping is hardened so it exhibits a yield limit that at least attains values in the interval 900 - 1300 MPa.

92. (Previously Presented) Method according to claim 84, whereby the outer rail is shaped through rolling.

93. (Previously Presented) Method according to claim 84, whereby the hardened outer rail is made tougher through annealing.

94. (Previously Presented) Method according to claim 84, whereby the base rail is manufactured from an existing or used railway rail of common type in which the receptacle section is made by machine cutting the rail.

95. (Previously Presented) Method according to claim 84, whereby the base rail is manufactured of a non-metallic material such as a reinforced composite material of synthetic resin type.